



# Speed Restraint

3.5.1 In accordance with the requirements of Part 3.1 of this guide, 'Geometry of Residential Streets' we will require all new streets to achieve target design speeds of between 15 and 30mph depending on their classification.

In order to achieve the required target speeds we would in the first instance encourage traffic calming through good design by the omission of long straights, large radius curves, large forward visibility splays, and limiting the lengths of street.

The use of vertical displacement measures (cushions/humps) should only be considered as a last resort. Due to resultant problems with errant parking, the County Council would not usually accept the use of chicanes as traffic calming features.

Maximum distance between traffic calming features		
Target Speed		Maximum distance (m)
kph	mph	
50	31	150
40	25	100
30	19	60
25	16	40

## Speed control humps

3.5.2 Other than on bus routes, speed control humps must be flat topped humps or junction tables with a minimum plateau length of 7m and height of 75mm. Approach ramps should normally have a gradient of 1 in 13. Where the carriageway has a longitudinal gradient approaching the maximum allowed then the "uphill" ramp gradient should be 1 in 15 and the "downhill" ramp gradient should be 1 in 13.

3.5.3 Humps and tables must be constructed in bituminous material (unless used on a block-paved carriageway or shared surface where they should be constructed in the same material as the carriageway), using 55%/10mm medium temperature asphalt to BS 594 column 3/4 unless otherwise agreed.

3.5.4 We will require the payment of commuted sums to cover the future maintenance of speed control humps and similar vertical traffic calming measures.

## Public consultation

3.5.5 The addition of speed restraints within the existing public highway is likely to require a public consultation exercise for which you will be responsible for the cost of the consultation. The successful outcome of consultations is not guaranteed and therefore may dictate a redesign.

## **Entry ramps**

3.5.6 Entry ramps should normally have a gradient of 1 in 13 and a height between 75mm and 100mm. Granite set rumble strips will only be considered in exceptional circumstances due to problems associated with noise and maintaining integrity.

## **Bus routes**

Any vertical deflection traffic calming must be suitably located to minimise the effect on passenger entering/leaving a bus to/from a seated position.

[End]